



INSTRUCTIONS FOR THE GUIDANCE OF SURVEYORS ON **INTERNATIONAL LOAD LINE**

MSIS41

Rev 05.23

Based on the
IMO LOAD LINES 2005 CONSOLIDATED EDITION AS AMENDED
and
SI 2018 No. 155 The Merchant Shipping (International Load Line Convention)
(Amendment) Regulations 2018
Applicable to: -
UK ships on international voyages
Non-UK Ships on international voyages within UK waters
having length ≥ 24 metres
with
keels laid on or after 21st July 1968



AMENDMENTS

Version Number	Status Change	Date	Author Reviewer	Content Approver	Next Review Date/Expiry Date
Issue 1 R05.20	New Document	14/05/2019	Andrew Scott Policy Lead Stability, Load line & Tonnage	Ian Lardner Head of Marine Technology	15/04/2024
Issue 2 R05.23	Updated	06/04/2023	Andrew Scott Policy Lead Stability, Load line & Tonnage	Pete Rollason Ship Safety Lead	06/04/2028

Updates for Issue 2

P. 54-55 amended to align with MS001 diagrams and symbols.

P.87 amendments to Reg 27(13)(a) adopted at MSC 104 under Res. MSC.491(104) for entry into force on 1 January 2024. See SDC 7/16 para 12 and Annex 9 for background.

P.89 amendments to Unified Interpretations for Regulation 27(13)(e), and, P.103, new UI for Regulation 37(3), both approved at MSC 105 under MSC.1/Circ.1535/Rev.2 on May 8, 2022

INTRODUCTION

The International Convention on Load Lines, 1966 (1966 LL Convention) was adopted on April 5, 1966 and entered into force on July 21, 1968. Ships built prior to that date were covered by the 1930 Load Line Convention. The 1966 LL Convention was modified by the 1988 Protocol which was adopted on November 11, 1988 and entered into force on February 3, 2000

The 1988 LL protocol was itself modified by the 2003 Amendments which were adopted by IMO Resolution MSC.143(77) on June 5, 2003 and entered into force on January 1, 2005. The latter changes are highlighted in grey. The following more recent amending IMO resolutions are included in the main text in red (correct as of April 2023) with the entry into force date as shown: -.

MSC.172(79) adopted on December 9, 2004; entered into force July 1, 2006	included
MSC.223(82) adopted on December 8, 2006; entered into force July 1, 2008	included
MSC.270(85) adopted on December 4, 2008; entered into force July 1, 2010	included
MSC.329(90) adopted on May 24, 2012; entered into force January 1, 2014	included
MSC.345(91) adopted on November 30, 2012; entered into force July 1, 2014	included
MSC.356(92) adopted on June 21, 2013; entered into force January 1, 2015	included
MSC.375(93) adopted on May 22, 2014; entered into force January 1, 2016	included
Res. A.1082(28) adopted on December 4 2013; entered into force February 2, 2018 (note that this further amends MSC329(90))	included
Res. A.1083(28) adopted on December 4 2013; entered into force on February 2, 2018 (note that this is the same as MSC.375(93) but with an added footnote)	included
MSC.491(104) adopted on October 8, 2021; enters into force January 1, 2024	included

[R nn] indicates which regulation in SI 2018 No. 155 (The Merchant Shipping (International Load Line Convention) (Amendment) Regulations 2018) implements the Convention and Protocol Articles.

[LLnn or MGN] refers to guidance extracted from Load Line Instructions to Surveyors (MSIS01) or from MGN 579 which accompanies SI 2018 No.155.

This document also contains the IMO-approved Unified Interpretations (UI's) contained in Part 5 of the 2005 Consolidated Edition page 203 (with subsequent updates in LL.3/Circs.162, 194 & 208). A list of the approved IACS UI's and other approved interpretations is shown in the table following the contents page and they are hyper-linked to the main text for quick access.

LL.3/Circ.162 is dated May 24, 2005 and has no specific date of entry into force.

LL.3/Circ.194 is dated May 26, 2010 and applies to ships constructed on or after May 21, 2010

LL.3/Circ.208 is dated May 31, 2012 and applies to ships constructed on or after May 22, 2012

The general principles behind the 1966 LL Convention are listed in IMO SLF 42/4 para.22 as: -

- 1 adequate reserve of buoyancy under normal service conditions;
- 2 hull girder strength;
- 3 protection of the crew;
- 4 subdivision and stability (intact and damage);
- 5 watertight enclosure of all exposed parts of the ship; and
- 6 limited deck wetness.

Note

SI 1998 No. 2241, The Merchant Shipping (Load Line) Regulations, as amended, and associated documents such as MSN 1752(M) continue to remain in force for ships to which the International Load Line Convention and Protocol do not apply, such as ships on domestic voyages or ships less than 24 metres in length.

**INTERNATIONAL CONVENTION
ON LOAD LINES, 1966
AS MODIFIED BY THE
1988 PROTOCOL RELATING THERETO,
AS AMENDED**

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